





## Today's Advertisements.

## W. BOFFEY &amp; Co.

TAILORS.

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

TRUCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, VESTINGS, and RIDING MATERIALS in variety.

FANCY BREECHES, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[1471]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the discharge, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 21st September, 1896.

[1468]

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CANTON, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

## THE Company's Steamship

## "SARFEDON."

Captain Grier, will be despatched as above TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 21st September, 1896.

[1465]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

## THE Company's Steamship

## "SUNGKIANG."

Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 21st September, 1896.

[1434]

## FOR SHANGHAI.

## THE Steamship

## "NANYANG."

Captain R. Kohler, will be despatched for the above Port TO-MORROW, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN &amp; Co., Agents.

Hongkong, 21st September, 1896.

[1470]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

## THE Company's Steamship

## "WUHU."

Captain Benson, will be despatched as above on WEDNESDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 21st September, 1896.

[1464]



## NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

## THE Company's Steamship

## "TOSA MARU."

Captain J. B. Macmillan, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 21st September, 1896.

[1421]



## NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

## THE Company's Steamship

## "HIROSHIMA MARU."

Captain C. A. Andersen, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 21st September, 1896.

[1466]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

## THE Company's Steamship

## "PATROCLOS."

Captain Dickens, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 21st September, 1896.

[1367]

## TO LET.

## DWELLING HOUSES.—

Nos. 2, 3 &amp; 4, RYAN TERRACE, GODOWNS IN BLUE BUILDINGS.

"LA HACIENDA" at the PEAK—FURNISHED—from 1st October.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., Ltd.

Hongkong, 21st September, 1896.

[1469]

## Intimation.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; CO., LD. THE HONGKONG DISPENSARY. Hongkong, 21st September, 1896.

## DEATH.

On the 5th inst., at Kanagawa, Yokohama, AUGUSTIN STREIN, (of the Nippon Yusen Kaisha's Service), a native of Hamburg, in his 55th year.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 21, 1896.

## NOTES AND COMMENTS.

We note in the Australian papers just to hand that some 25 lepers are about to be shipped from New South Wales and Queensland to China. That is doubtless a very good thing for the Australian Colonies concerned and will not make the least bit of difference to the Government of China, but, as these lepers cannot conveniently get to any port in China from Australia without passing through Hongkong, and as we certainly do not want any lepers here, and have no room for them, we hope that the Harbour Master, if he is not too big for the job, and the Captain Superintendent of Police will also make a note of the fact and be prepared on arrival of these lepers to see that they are at once passed on to their native country. Notice might be given in advance to the owners and agents of steamers trading to Queensland and New South Wales that they will be held responsible if even one of these unfortunates is allowed to land.

Our old friend Mr. QUONG TART has, as usual, been the leader in the movement to return to their homes in China this collection of lepers. He has collected money from his compatriots in the Colonies to defray the expenses and he has given his own time and labour to the completion of all the necessary arrangements. Australia is very glad to be relieved of the expense and burden of segregating and maintaining these poor people, and the lepers themselves will, doubtless, be glad to be released from the state of restraint and isolation in which they were necessarily kept at Little Bay Lazaretto. Whether they will, in the end, be the better for the change is another question. They will certainly have more freedom, but it must be seen that that freedom does not include any permission to remain in or return to Hongkong.

Mr. WHITEHEAD's re-election on Saturday was a matter of course if he was willing to take on himself, for another period of six years, the troublesome functions of an unofficial member of the Legislative Council of Hongkong, and the Colony is to be congratulated on the fact that Mr. WHITEHEAD was willing and was in a position to accept the nomination. In

spite of many defeats and many rebuffs he has done good work for the community. He has made mistakes of course. We all do. He who makes no mistakes will never accomplish anything worth mentioning. Mr. WHITEHEAD has at all times had the courage to express his opinions on all points of any importance. He has got others to express their opinions, which in these degenerate times is occasionally a difficult thing to do. He has asked questions—plenty of them, and most of them thoroughly pertinent ones—and he has refused to take "no" for an answer when there was a better answer to be had. He has refused persistently and steadily to be buttonholed and "talked over" by interested parties either in or out of the Government, and he has insisted upon full publicity being given to public business. He has been snubbed in the Council, he has been abandoned by his colleagues who ought to have supported him, he has been "gone for" occasionally by the public and by his friends; but he has done very good work, even when he has appeared to suffer his worst defeats. He has got no satisfaction out of his original complaint or remuneration publicly, but in private, and without that publicity so repugnant to the average official, there have been alterations and improvements and both the local officials and the Colonial Office have found that Mr. WHITEHEAD is an element that cannot well be left out of account in any calculations. An unofficial member to do any good in Hongkong must criticize everything, discuss everything, divide about everything, protest about everything, and give to all the little operations of the Government the greatest possible publicity, so that they may be dealt with as Dr. CLARKE wants to deal with all insanitary dwellings—be inundated with air and light without limitation. We congratulate the Honorable Member on his re-appointment and the members of the Chamber of Commerce on their good sense in unanimously re-electing him.

We note a very considerable improvement in the *Kokumin-no-Tomo's* English edition published under the title of the *Far East*, and issued monthly. It contains far more useful matter than it did at first and is more thoroughly Japanese. Its earlier numbers were more European-American, and it appeared as if, instead of being favoured with genuine Japanese opinions on the important questions under consideration, the public were to be put off with the lucubrations from Japan's most deadly enemies, the twenty-years-in-the-country-and-speak-the-language-foreigners, whose ambition was (and is) to get rid entirely of Japanese civilization and substitute for it our Western ideas and our Western practices. Instead of building up on a sound Japanese foundation, working in every stone and brick that could be made available of the old Japanese construction and adding and improving where necessary by selections from the best and most appropriate of modern materials. The sixth and seventh numbers of the *Far East* now before us are genuinely Japanese in sentiment and in expression, but it must be borne in mind by all readers of that periodical that, although described as an English edition of the *Kokumin-no-Tomo*, it is not so in fact. The *Kokumin-no-Tomo* is a weekly journal published in Japanese, but not one single article that appeared in that magazine during the four weeks from the middle of July to the middle of August appears in the *Far East* of the 20th of August. The weekly and the monthly are published in the same office, are both under the same direction, are both animated by the same spirit; but the one is not, in any real sense of the word, the English edition of the other. The articles, original and contributed, that appear in the *Far East* are specially written and have not previously appeared in the *Kokumin-no-Tomo* and have not been read and approved by its supporters. Under such circumstances they are probably prepared with a special view to European consumption and are, at least, differently seasoned from the dishes set before the Japanese people. Now, we should like to see in the pages of the *Far East* selections from the very valuable articles that appear in the weekly magazine. There are at least three in every number. In the *Kokumin* of August the 1st there were five papers, of which the European public would like to see reproductions. The subjects treated of were "The Chinese in the East," "Significance of the self-respected Diplomacy," "Anti-Russo-Japanese Reconciliation," "Public Actions of a Statesman," and "Japanese Public Bonds in the London Market." Some of these titles are significant. In the so-called English edition not one of them is to be found nor are the same subjects discussed under other titles. May we call the attention of our Japanese friends to this serious discrepancy between the subtitle of their very useful little monthly and its contents.

The *Scientific American* celebrated its golden jubilee, by the publication, on the 26th July last, of a specially prepared anniversary number of 116 pages, very beautifully got up and most admirably designed and illustrated. On its first page it gives copies, in reduced dimensions, of some pages from its first issues in July and August, 1845, one of them adorned with a cut of the then new steamship *Great Britain*. In the succeeding pages are found very carefully compiled summaries of the progress made in the fifty years in all the great branches of applied science, commencing with a glance at all the improvements effected in the appliances of domestic life, by means of steam and electricity. Then follows a short sketch of the improvements in steam navigation, from the first craft built in the United States for the Atlantic trade, the *United States*, of 2,000 tons, doing the trip to

Liverpool in 13 days, to the *St. Louis* and *St. Paul*, of 11,629 tons, with a speed of over 20 knots and the trip to Southampton in six days and five hours. The railroads and bridges, telegraphs, submarine cables, physical and chemical science, locomotives, phonographs, bicycles, electric motors, sewing machines, reaping and harvesting machines, ships of war, printing presses and machinery are all beautifully illustrated. Iron and steel afford subjects for very useful and interesting articles, but of course are all confined to American inventions. In the article entitled "Cables" the name of the late Sir John Pender is not even once mentioned, nor is his plucky support of the great enterprise that, but for him, must have failed, for that time at least, although ultimate success was of course assured. In the short sketch of the history and progress of steam navigation, too, there is no reference to the fact, in any shape or form, that England in any way contributed to the birth or growth of the gigantic steam navies of the world. The *Great Eastern* is sketched and described and her value as a layer of telegraph cables is referred to, but that is all! However, we must not look a gift horse in the mouth. This anniversary number of the *Scientific American* is a very valuable document worth preserving for future reference, and we congratulate Messrs. MUNN & Company, the great Patent Agents and the Proprietors of the paper, on their progress from their first offices in Spruce Street, New York, to the present magnificent premises on Broadway.

## TELEGRAMS.

## REUTERS' MESSAGES.

## THE SITUATION IN THE EAST.

LONDON, September 17th.  
In view of the situation, three additional Italian warships started for Turkish waters yesterday.

## THE ARMENIAN AGITATION IN ENGLAND.

The series of meetings in sympathy with the Armenians, to be held in the great towns, commenced last night at Birmingham and Nottingham. Vigorous speeches, demanding that Great Britain should intervene, were delivered.

## (From Japanese Papers.)

## A JAPANESE WARSHIP BOUND FOR MANILA.

TOKIO, September 6th.  
The natives of Manila have risen in revolt against Spain. A British man-of-war was detached from Hongkong for the protection of British residents, and the Japanese Government will also dispatch a war-vessel.

## JAPAN AND KOREA.

SEOUL, September 2nd.  
The Japanese Minister has sent in a formal note of protest against the answer sent him by the Korean Government, in which they urged that they could not entertain the proposal to give the concession of the Seoul-Pusan railway to the Japanese by reason of the Southern rebels being still unquiescent. Li Wan Yung, Minister of the Foreign Office, presented the note to the King yesterday. Some time must yet elapse ere the question is settled.

## THE CABINET-CRISIS.

TOKIO, September 11th.  
Count Matsugata has consented to accept the Premiership in the new Cabinet. Admiral Count Katsuyama has been chosen as Home Minister, *vis* Count Inagaki. Marquis Saima, Minister for the Navy, has agreed to remain in office.

TOKIO, September 12th.  
Count Matsugata, since his acceptance of the office of Premier, has been calling upon the senior statesmen, presumably to consult with them as to the arrangement of office in the new Cabinet and also to obtain their approval of a reduction in the estimated expenditure in the Budget for next year.

## STILL THEY COME!

NAGASAKI, September 12th.  
One thousand six hundred Russian soldiers have arrived here from Odessa on their way to Siberia.

## THE TREATY WITH THE NETHERLANDS.

TOKIO, September 13th.  
A telegram has been received by the Government announcing that the new treaty between Japan and the Netherlands was signed on the 8th inst.

## POLITICAL AFFAIRS.

TOKIO, September 14th.  
The National Unionists having seats in the Imperial Diet held a meeting yesterday to discuss matters relating to the formation of the new Ministry. They decided that the entry of Viscount Shinagawa, the leader of the party, into the Cabinet was inadvisable at present, and the Viscount was at once informed of this decision.

All the senior statesmen have approved the financial views of Count Matsugata, who proposes to extend the time limit of the army extension scheme. In consequence of this proposal the new Premier is coming in for much criticism in army circles.

## DISASTROUS FLOODS.

TOKIO, September 14th.  
A telegram from the Governor of Fukui states that the damage done by the recent floods has amounted up to, in the 12th inst., was 19,000 houses flooded, 121 houses washed away, 69 totally and 772 partially demolished, 22 persons killed and 3 persons injured. The roads, the banks and railway lines were badly damaged. Extensive damage has been done to the crops and property.

A telegram from the Governor of Gifu yesterday morning states that about 200 houses collapsed in the town of Ogaki, three persons being drowned. Thousands of houses, which were submerged were torn down by a gale which blew on the night of the 13th.

Gifu, September 13th.  
Two-thirds of the town of Takasu have been washed away and some 50 persons drowned.

## LOCAL AND GENERAL.

The standard for cavalry in the Japanese army has been lowered two inches.

The annual meeting of the Hongkong Jockey Club will be held on the 2nd proximo.

The export of coal from Meiji during the month of August totalled 53,178 tons, valued at \$300,714.80.

Low water continued drought is said to be causing a great deal of uneasiness for the coming rice harvest in Siam.

The German gunboat *Wolf* is fitting out at Danzig and will sail for the Far East in October, to replace the *Thetis*.

Mr. Shoda Heigoro, Chief Manager of the Nippon Yusen Kaisha, returned to Tokio on the 7th inst. from London.

Mr. JORDAN, Chinese Secretary of the British Legation at Peking, has been appointed to succeed Mr. Hillier as Consul-General at Seoul, Korea.

The Empress-Dowager has, according to the Tientsin Times, swept away any opposition that Li Hung-chang may have had in the Celestial capital.

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 20th are:—Europeans, 144; Chinese, 1,611; total 1,755.

LIEUTENANT Colquhoun, of the Victorian Navy, has been fined £100, with £10 in costs, at the Melbourne Police Court on a charge of evading Customs duties.

Mr. Li Chin-mai, the youngest son of Li Hung-chang, left Tientsin a few days to meet his father in Japan. He is accompanied by Mr. Pethick and Dr. Lin.

The departure of the *Ferris* for San Francisco, via Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, has been postponed till to-morrow, the 22nd instant, at 4 p.m.

OUR Russian friends, says the *Mercury's* Tientsin correspondent, are preparing a testimonial and an address to hand to H.E. Count Cassini, on his departure for Europe.

On account of some repairs to her engines, the Norddeutscher Lloyd Co.'s steamship *Hohenzollern* will not be able to make her usual round trip to Japan this month. *Vide* advt.

News has been received at Shimomura, to the effect that on the 24th ult., a boat containing nine Chinese spies was captured at Katsing, some of the spies were armed with Japanese swords.

THE Japanese gunboat *Moya* is reported to be still stuck in the mud in the Peiho, near Tientsin. It is not expected that she can get away before March or April next, when the river should rise.

A MAN went into a brothel in Square Street on Saturday night and dragged one of the inmates and then stole all her jewellery, valued at \$500. The victim has not yet recovered, and the police are busy looking for the light-fingered gent.

THE many friends in the East of Lieut. Shakespeare, once of H.M.S. *Plover*, will be glad to hear he is about to come out to the Far East as Lt.-Commander of the torpedo destroyer *Hart*. Commander R. G. O. Tupper, at one time serving on the *Mercury*, commands the *Hunter*, and Lt. W. S. Lambert the *Bosporus*.

THE steamer engaged in salvage operations at the wreck of the steamer *Cathartes* returned to Sydney on the 21st ultimo, the divers being completely prostrate from their exertions. Altogether eight thousand sovereigns have been recovered. It has been decided to abandon any further effort to recover the balance of the treasure amounting to £20,000.

LORD ROBERTS, speaking at a banquet at Belfast the other day, said he was "proud to think that the Indian Army was thoroughly efficient and ready, and able to share in the defence of the Empire in any part of the world." Lord Roberts knows what he is talking about when he refers to our splendidly equipped and well disciplined Indian Army. Wolsley doesn't, though.

In the *Chicago Law Journal* for July it is stated that a lady quarrelled with her husband at 9 o'clock one morning, that at 9.30 the same morning her petition for a divorce was on the files of the Court, and that, the husband consenting, a decree was made granting her a divorce and leaving her free to marry again, within five minutes after the Judge took his seat on the bench at 10 a.m. This is quick work!

THE *Siem* *Frei Press* asserts that the Siamese have determined to ask humble plea in the case of the imprisoned Cambodian Kadis. A meeting of the Senabodes was held after the collapse of the trial, when it was resolved to abandon the case, hence the abrupt termination of the affair and the "Winnes" of Para Khrai See. Our Bangkok contemporary adds:—"On the return of the Minister of Justice the French Cambodian will be set at liberty and a very unpleasant and highly dangerous game brought to a pacific conclusion after the payment of a heavy indemnity." That may be so; but when will the French have the goodness to leave Chantaboon?

## MEMORANDA.

TO-MORROW—22nd September.  
German mail due.  
4 p.m.—*Ferris* leaves for San Francisco, via usual ports of call.

WEDNESDAY—23rd September.  
American mail due.

THURSDAY—24th September.  
11 a.m.—English Mail closes.  
Noon.—*Kallio*—*Finland* calls for London.

FRIDAY—25th September.  
4.45 p.m.—Meeting of the Hongkong Cricket Club at the Pavilion.

SATURDAY—26th September.  
Noon.—Meeting of shareholders of the China Traders' Insurance Co., Ltd., at the Head Office.

Noon.—Meeting of shareholders of the Douglas Steamship Co., Ltd., at the Company's office, No. 17, Praya Central.



It has been decided by Mr. Justice Chetty in a recent case in England, that when a company's meeting is held at a place called for proxies are not to be counted. The essence of the method is, the judge said, its simplicity and it is the eye that is to decide.

At the Marine Court this morning, before Comdr. R. Murray Rumsey, Harbour Master, F. Morgan, storekeeper, was charged by the chief officer of the *Empress of Japan* with being absent from his ship without leave on the 17th inst. He has gone into retirement in "Lathbridge Lodge" for three days, just to have a chance to think matters over and make up his mind never to do it again.

The promenade concert given by the members of the Takuoo Refinery Club last Saturday turned out a most pleasant *réunion*. The guests enjoyed themselves thoroughly, the music was good, the songs well rendered and accorded to the echo, and the arrangements a great credit to the courteous and painstaking Committee, who are to be heartily congratulated on this unequalled success attained.

The *Siam Free Press* is informed that M. Catelli has other reasons for leaving Siam than those already made public by the semi-official press. It is asserted that he goes home to make arrangements for the loan contemplated by Siam and for the securing of which advantage Mr. Mitchell-Innes is in Bangkok. The guarantee for such a loan has already been placed at two-thirds of the revenue of Siam.

The tender for eight locomotives, handed in by Jameson and Co., representing Baldwin's firm of the United States, is the one chosen by the Tientsin Railway authorities as being the most suitable for their requirements. The tender in question, our readers will remember, was the lowest one presented on the 25th ultimo, the price being £2,468 passenger and £3,530 freight, with £619 and £565, respectively, for spare parts.—P. & T. Times

GRAT BRITAIN and her Colonies, including India, provide 85 per cent. of the total import of foreign goods into China, and take over 50 per cent. of the exports. China owed at the close of the late war about £13,000,000 sterling to foreigners, and for the purpose of paying off the indemnity has now raised her liabilities to 45 millions of pounds sterling, the greater portion of which is secured by the Imperial Customs revenue derived from foreign trade which the Chinese Government have bound themselves to continue to manage as hitherto, by European aid. This revenue totalled in 1895 Taels 21,385,000 or about £3,375,000, of which about £2,270,000 is absorbed in the service of the foreign debt.

We read in the *Calcutta Daily News* of 1st September that a case likely to cause considerable interest was set down for hearing on the 7th instant by Mr. Bonas, Magistrate and Deputy Collector of Pooa, between Mr. Fleming, Inspector of Police, Pooa, and Captain W. C. Ross, Acting Honorary Secretary, Western India Turf Club. At a recent Sky Meeting, Captain Ross placed a cordon of soldiers round the paddock to prevent anyone from entering. Mr. Fleming stepped over the ropes, stating that he was on duty, when Captain Ross is alleged to have ordered him out. He told the soldiers to remove him, whereupon Mr. Fleming left. A summons was granted to the Inspector against Captain Ross for abetment of offences under sections 352-353 of the Indian Penal Code.

#### THE NEW BALMORAL GOLD MINING CO., LD.

At noon today an extraordinary general meeting of the shareholders in the New Balmoral Gold Mining Company, Limited, was held at the Company's Office, Mr. G. R. Stevens presided, and there were also present Messrs. C. Ewins, Hart Buck (controlling committee), W. H. Potts (secretary), J. H. Cox, G. L. Tomlin, M. B. Pollock, J. E. Jones, H. Hughes, H. Humphreys, and S. Rastomjee.

The Secretary having read the notice calling the meeting, The Chairman said, "Gentlemen, before proceeding with the business of the meeting I will briefly put before you our present position. By a telegram received from the mines, the report of which has already been given you through the newspapers, we feel as if we are the sole proprietors (together with those of the Olvera Freehold Mines Company) to the Anglo-Australian Company of London will not take place and are already waiting a telegram from London confirming this. In the long run I think shareholders will be the gainers, for (as I told you at a private meeting some weeks ago) your mines are now being worked efficiently and economically by the staff of Messrs John D. Humphreys & Son, who speak most hopefully of success in the near future, and I think, gentlemen, the willingness of Messrs John D. Humphreys & Son to take over the General Management, pay off the existing loan, to take the amount in preference shares and finance for the working of the Company, until an issue of preference shares can be made, should satisfy you of the good opinion Mr. Humphreys (now in Australia) must have of your properties. Messrs J. D. Humphreys & Son are fortunate in having secured Messrs Willmott Senz & Junr., Mr. Ogilby and the other members of their mining staff and who, together with the employees of Messrs John D. Humphreys & Son, I think it only right, this firm should have the general management. With these few remarks, gentlemen, I will propose the confirmation of the first resolution, but before doing so will be pleased to answer any questions.

There were no questions and the Chairman moved the confirmation of the resolution appointing Messrs J. D. Humphreys and Son the General Managers.

Mr. Rastomjee seconded, and it was carried. The Chairman then moved the confirmation of the second resolution having reference to the alterations in the Articles of Association.

Mr. Cox seconded. Carried unanimously.

Mr. Rastomjee suggested that Messrs J. D. Humphreys and Son on taking over the management should call a meeting if asked to do so by the holders of 5,000 shares.

The Chairman said that Mr. Rastomjee was out of order, as this meeting was simply a confirmation.

It was subsequently agreed, however, to accept the suggestion of Mr. Rastomjee.

The Chairman—That is all the business, gentlemen. I thank you for your attendance.

#### SHOCKING MURDER AT CAUSEWAY BAY.

TWO MEN KILLED AND FOUR WOUNDED.

On Saturday night six Chinese sailors (4 Cantonese and 2 northern men) employed at Mr. J. Kennedy's Causeway Bay establishment went on board one of the sampans anchored in the bay, behind the breakwater. Some women were on board the boat and the men, as far as we can gather at present, had not been long on the sampan before there was a quarrel. The men then came ashore and on their way back to Mr. Kennedy's stables again quarrelled, one of them, a northern man, drawing a knife with which he stabbed one of the Cantonese in the heart, causing immediate death. Then he attacked the rest of the Cantonese, one of whom he slashed across the abdomen causing his bowels to protrude and rendering his recovery hopeless. He was carried into the stables and thence was taken in a police ambulance to the hospital, where he died this morning. The other Cantonese were so severely wounded that they had to be carried to the hospital and hopes are entertained that they will recover.

Tai Yio is the name of the man who used his knife with such terrible effect. He promptly walked up to Mr. Kennedy's stables at the Tramway Terminus where he was given in charge of a constable and taken to the lock-up. The other northern man has also been arrested and both he and his friend were charged at the Police Court this morning by Inspector Mann, who has the case in hand.

The name of the first man killed is Sui Sang, and that of the man who died this morning is Sui Sao. Lo Fok and Chai Choy are the names of the wounded men.

At the Police Court this afternoon the two northern men were charged with the crime before Hon. Commander Hastings. The men did not seem in the least troubled by the enormity of their offence, and when the charge was read over to them by Inspector Quincey, who acted as interpreter, they made no reply.

Several witnesses, including Dr. Bell, were called and the hearing was adjourned.

#### THE REBELLION IN THE PHILIPPINES.

Very few facts have yet leaked out respecting the revolt in the Philippines. All sorts of stories are current; some of them of an alarming nature; but the real cause of the trouble, the object of the revolutionists, and the names of the real leaders and instigators of the rebellion are still wanting, and until we are in a position to give more reliable information than has yet been published we must decline to add fuel to the fire by publishing statements that can only tend to turn the people on the surface into roaring billows. We have been informed from a highly trustworthy source that there is no cause for uneasiness about the residents of Manila, and there is reason for believing that the Spanish troops and garrisons at Manila are well able to protect the part from invasion by the rebels. The programme of the revolutionists seems to have included the seizure of Manila, but the authorities seem to have been well informed of what was going on and were able, at the right moment, to act vigorously, upset the calculations of the leaders (wherever they may be), and drive the rebels off from the town. It is said that the Governor-General was informed that the officials who attended his funeral were to be attacked and the town of Manila sacked. It appears that the Government commenced operations by arresting a number of the conspirators and that the natives thereupon rose and attacked the troops. Several engagements followed, resulting in the rebels being driven off with great slaughter. It is also reported that the rebels gathered in force in the province of Cavite and swooping down on the convent at Imus murdered a number of friars.

The Manila *Comercio* states that the troubles commenced on the night of Saturday the 28th August near Manila and was continued on Sunday, the 29th August. On the 31st August it was reported that tranquilly prevailed in the village of Zainig and San Juan del Monte district, where there had been several conflicts between the troops and the rebels.

On the 3rd September the steamer *Charruco* left Manila with 311 prisoners in the *Carabolas*. On the 3rd September a proclamation was issued extending to the night of the 5th the time during which rebels might make their submission under the terms of a previous proclamation. At Cavite on the 4th inst. a number of important arrests were made, amongst the prisoners was a Chinese named Osorio, the son of one Antonio Osorio.

On the 8th the cruiser *Don Juan de Austria* was continuing the bombardment of the village of Cavite Viejo and other villages of the province. On the 10th instant there arrived at Cavite from Manila a Colonel of Engineers and five companies of various corps to reinforce the commandant for the conspirators arrested some days before. A correspondent of the *Comercio* says that the indignation of the peninsula Spaniards at the conduct of these men was hot, as they had all, or almost all, posed as great friends and almost as the protectors of the Spanish community.

At 5 p.m. on the 12th the court-martial sat and the trial lasted until half-past ten. The thirteen prisoners tried were convicted and sentenced to be shot. Their names are as follows:—

Servicio Lapidario, first officer of the gun.  
Alfonso Osorio, second officer of the gun.  
Luis Araudo, Arsenal contractor.  
Victoriano Luciano, chemist.  
Maximiliano Inocencio, rich proprietor.  
Francisco Osorio, rich proprietor.  
Hugo Perez, doctor.  
Jose Lallana, tailor.  
Antonio San Agustin, merchant.  
Agapito Ancho, schoolmaster.  
Feliciano Calvo, writer in the Arsenal.  
Mariano Gregorio, writer in the Explosives Department.  
Eugenio Calvo, watchmaker.

At 9 a.m. on the 15th the detachments of the Artillery and Volunteers who were to go to Cavite to form the square for the execution mustered at the Harbour Master's wharf at Manila. They consisted of a company of the Peninsular Artillery and two companies of Volunteers, with bands of music. At a quarter past nine they left in the steamers *Manila*

*News and Filipino* and at half-past ten arrived at Cavite and landed.

At half-past ten the sentence was notified to the prisoners, who were then placed in the chapel. The execution took place at six minutes past one. The condemned were attended in their last moments by a priest.

After the sentence was carried out the troops which had formed the square—which comprised, in addition to the detachments of Artillery and Volunteers from Manila, Engineers, Marine Infantry, Seamen, and a company of the provincial regiment—were dismissed to their respective barracks and the Artillery and Volunteers returned to Manila.

The following proclamation by the Governor-General, declaring martial law was published on the 30th August:—

"Acts of rebellion having been perpetrated during the last few days in different parts of this province by groups of armed men, gravely disturbing the public tranquillity and calling for the most severe and exemplary repression, in order to suppress at the outset such a criminal and disorderly movement, I therefore, in virtue of the powers vested in me, do order as follows:—

"Art. I.—From the publication of the present order the territory comprised in the provinces of Manila, Bulacan, Pampanga, Nueva Ecija, Tarlac, Laguna, Cavite, and Batangas is declared in a state of war.

"Art. II.—In virtue of this declaration persons accused of offences affecting the public order, of treason, of offences which compromise the peace and independence of the state or against the form of government, of attacks upon or disrespect to the Authorities and their agents, and of offences to which rebellion or sedition gives rise, are subjected to military jurisdiction.

"Art. III.—Criminals guilty of flagrant rebellion, of the offences enumerated in the preceding articles, or of offences provided for in the code of military justice, will be summarily tried by court-martial.

"Art. IV.—In the same manner are declared subject to summary trial all criminals, leaders of sedition or rebellion, caught *in flagrante*.

"Art. V.—Persons found or having been on the scene of combat and those who may be found in hiding after having been with the rebels will be treated as criminals presumed to be guilty of the crimes mentioned in the preceding articles.

"Art. VI.—Courts-martial as provided for in the respective cases by the code of military justice shall be competent to try the offences mentioned.

"Art. VII.—Rebels who present themselves to the Authorities within forty-eight hours of the publication of this proclamation shall be exempt from the penalty for rebellion, except the heads of seditious groups and those repeating their offences. The heads referred to, if they submit within the time allowed, will have their punishment commuted to the lowest or medium penalty provided for in the code.

"Art. VIII.—The members of the rebellion who submit in the time allowed without having committed acts of violence, as well as those who are compromised by the code of denunciation in time to avoid its consequences, will be exempt from all punishment.

"Art. IX.—Any suspicious gathering will be dissolved at all costs by the public forces and those who do not surrender will be apprehended and placed at the disposition of the military authorities.

"Art. X.—The executive and judicial officers of the civil service will continue to exercise their usual functions in all matters not connected with public order, their powers in regard to the latter being limited to such duties as the military authorities may delegate to them, and in any case they are to give to the military direct all information that may come into their possession."

On the same day, the 30th August, the Governor-General issued a proclamation authorising the formation of a Volunteer Corps.

LATEST NEWS.

The German steamer *Tylos* arrived here this afternoon from Iloilo and was quickly boarded by a representative of the *Hongkong Telegraph*, who obtained from the Captain, to whom we are much indebted for his courtesy, the following information:—A good deal of anxiety is felt in Iloilo. Papers read in Iloilo set forth that three warships and 6,000 men have been despatched from Spain to reinforce the troops in the Philippines. The work of loading and discharging vessels goes on smoothly and there has been no trouble among the working classes at Iloilo. The authorities are on the *qui vive* to prevent arms being smuggled into the port and station detectives on board ships for that purpose. The business of the port of Iloilo is going on just as smoothly as usual.

The following telegrams have, according to news received by the *Trinité* this afternoon, been published in Manila:—

MADRID, September 2nd.

The steamer *Cataluna* has left with a battalion of Marine Infantry for Manila.

MADRID, September 6th.

The steamer *Montevideo* will leave to-morrow with a battalion of Cazadores.

MADRID, 8th September.

The steamer *Antonio Lopez* will shortly leave with a battalion of Marine Infantry and 500 Artillery.

On the 15th inst. the steamer *Fidelis Lemos* will leave with two battalions of Cazadores.

A CONSERVANCY MUDDLE!

PROBABLE STRIKE OF NIGHT-SOIL COOLIES.

It is rumored that owing to the Sanitary Board having given notice on the 7th instant to the night-soil carriers that to-day (21st Sept.) they must procure licenses and buckets approved by the Board, the whole of the night-soil carriers, being perfectly free agents, will go out on strike. The following is a copy of a document which has been handed to every night-soil cooler employed in the colony:—

NOTICE TO NIGHTMEN.  
Sanitary Board Room,  
September 7th.

Each nightman who furnishes his name and address will be registered and a pair of buckets will be presented to him on Monday, the 21st instant, at the same time as moon-cakes are given to him by the conservancy contractor.

Those who do not receive a pair of buckets on the 21st instant will be supplied with them on making application at the Sanitary Board's Office, Becclesfield Arcade.

It is only those nightmen who are registered who can lawfully be engaged in the removal of night-soil from private dwellings.

Registration is free.

HUGH McCALLUM,  
Secretary.

#### NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamship *Australan*, Capt. P. T. Helms, from Sydney and ports, arrived in harbour yesterday morning. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LONDON, August 16th.

Mr. G. N. Curzon, the Parliamentary Secretary to the Foreign Office, states that the final reply of the Netherlands Government to the British case in connection with the *Costa Rica Packet* trouble was delivered to the arbitrator, M. F. de Martens, on November 15th last.

The *Costa Rica Packet* arbitration was occasioned by the seizure in 1891 of that vessel by the Dutch in the East Indian Archipelago. The circumstances have become exceedingly familiar owing to frequent proceedings in Parliament and elsewhere. In May of last year the Dutch Government presented to Parliament a Convention providing that a third Power should be invited by Great Britain and Holland to appoint an arbitrator to decide upon the questions as to the damages sustained by the captain, the owners, and the crew of the vessel. In September the case of Russia, acting upon the invitation of the two countries concerned, named M. de Martens, Comptroller of State at St. Petersburg, as the arbitrator.

The unprecedented heat in America continues, and no fewer than 65 deaths are reported to have occurred from sunstroke last week in New York alone.

August 18th.

The American Consul at Apia, Samoa, reports that the existing political condition of affairs in the island are unjust to the United States, and a grave wrong to the Samoans.

The firm of Armstrong, Mitchell, and Co., the famous ship-builders, engineers, and ordnance manufacturers, are to open works in Japan, and to undertake the remodelling of the Japanese navy.

Your torpedo destroyers are to be sent to Malta to reinforce the Mediterranean Squadron, and two to China to reinforce the squadron in the Far East.

August 19th.

The *Times* correspondent at Pretoria states in that journal that notwithstanding the denials made by officials many of the burghers assert that the Transvaal Government intend shortly to proclaim the independence of the Republic. It is further stated that the Government are importing arms sufficient for all the men in the Transvaal, and they rely for aid, if needed, on their kinsmen in the Orange Free State and Cape Colony, of whom there are 100,000 capable of bearing arms. A report that the Transvaal Government had concluded a treaty with foreign Powers without consulting Great Britain has caused much excitement in England. President Kruger, however, declares that he will continue to respect the terms of the London Convention of 1884, by which the foreign relations of the Transvaal were placed under the control of Great Britain. Commenting on the situation, the *Times* says that if Great Britain is called upon to assert her sovereignty rights over the Transvaal, she will settle the question for ever.

It is stated that the majority of the Matabels rebels in South Africa are tired of fighting, but they hesitate about surrendering, fearing punishment.

Serious rioting has taken place in Belfast in connection with a demonstration in favour of an amnesty being granted to all Irish political prisoners.

News from America concerning the candidacy of President of the Republic states that Mr. McKinley is a strong favorite for the position, while the influence of Bryan, the Democratic and Silverite nominee, who also has the "Tammany" support, is reported to be waning.

BRISBANE, August 20th.

The sugar exported from Queensland from the 1st of June to the 5th instant amounted to 11,000 tons.

LONDON, August 21st.

The French frigate *Zaire*, *Congo* (12,000 tons) proves to be a complete failure. Owing to miscalculations she is too deep in the water. It is rumored that the Marquis of Dufferin and Ava, late British Ambassador to Paris, will replace Earl Cadogan as Lord Lieutenant of Ireland.

August 24th.

The Duke of Norfolk has purchased a site at Oxford for the establishment of a Roman Catholic College in connection with the University.

August 25th.

H.M.S. *Impetuous* (8,400 tons) the flagship on the Pacific station, struck a rock during a fog off the coast of North America. The injuries sustained are slight.

H.M.S. *Triumph*, a twin-screw cruiser of the second class, is refitting at Chatham Dockyard for service as flagship on the Australian station. Reinforcements for the Imperial troops at the Cape of Good Hope have been sent out, the 9th (Queen's Royal) Lancers having left Aldershot to-day.

A remarkable robbery has been perpetrated at Toledo, in Spain. The jewels which decorate the altar of the Virgin in the cathedral of the city have been stolen. The stolen jewels are estimated to be worth £12,000.

The French authorities threaten to arrest Major Lothaire if he crosses the frontier. Major Lothaire has been appointed by the authorities of the Congo Free State to the command of a frontier column operating against the Mahdists.

The French newspapers are alarmed at the intention of the Emperor of Russia to remain at Balmoral Castle with the Queen during the Tsar's visit to Paris. One paper states that the event is of "enormous gravity."

Advices from Pretoria state that President Kruger complains that the real authors of the injustice into the Transvaal have not been caught.

General Weyler, the Spanish commander in Cuba, has issued orders forbidding the harvesting of sugar or coffee, fearing that the planters might divert the rebels by supplying them with sugar and coffee.

August 26th.

Karl Grey, the Administrator of Rhodesia, South Africa, the territory of the British Chartered South Africa Company, reports that as the result of Mr. Cecil Rhodes's action in interviewing the insurgent Matabels chiefs in their stronghold in the Matopos Hills, the war is now over.

Mr. Rhodes's exploit has been greatly applauded at Pretoria, the capital of the Transvaal.

unarmed, and after a long parley terms of peace were definitely arranged. The news has been received with great rejoicings at Bulawayo and throughout the country.

AUCKLAND, August 27th.

The New Zealand House of Representatives has voted £18,000 for the purpose of a subsidy to the San Francisco mail service.

MELBOURNE, August 28th.

An especial meeting of the Marine Board was held to-day to consider the question of low-level certificates for the steamers *Changsha*, *Chingta*, *Taiyuan*, and *Tsinan*. A letter was received from the local agent of the China Navigation Company stating that the steamers were unencased, and that he had been informed by the board's surveyor that docking would be necessary in order to satisfy the requirements of the Act. In the ordinary course of business the company extra expense and delay. This could be saved by allowing the steamers to clear on a guarantee, and have all the necessary work done at Hongkong, and produce certificates when the steamers returned to Melbourne. After discussion it was decided by four votes to two to decline the request made.

LONDON, September 2nd.

Terrible details are to hand of the wholesale massacre of Armenians in the streets of Constantinople during the recent disturbances.

The number of persons killed is estimated as high as 10,000, including many women and children.

ADKLAIDE, September 2nd.

Mr. Peterwald, Commissioner of Police, died at his private residence on Sunday.

The Australians won the match against Lancashire by 217 runs. They are now playing an All-England Eleven. The latter are all out in first innings for 293.

September 3rd.

The Australians have been defeated by an innings and 36 runs in their match against All-England, at Scarborough. English team an exceptionally strong one.

The Irish National Convention met at Dublin, and was attended by 2,000 delegates. The Healthy section of the party, however, were absent.

SYDNEY, September 3rd.

The revenue for New South Wales for the month of August shows an increase of £30,000, principally due to the income tax.

MELBOURNE, September 3rd.

The Customs revenue in Victoria for last month shows a considerable increase over the corresponding month of last year.

HOBART, September 3rd.

The total revenue of Tasmania for the month of August shows an increase of £9,281 as compared with August of last year.

THE "CATTERTHUN" GOLD.

A GREAT DIVING FEAT.

HOW THE ELECTRIC LIGHT WORKED.

SYDNEY, August 18th.

Mr. W. G. Dixon, manager of the Alliance Marine and General Assurance Company, received a telegram last evening from Mr. Minnett, in charge of the salvage party engaged in the efforts to recover the £100,000 in gold from the wrecked steamer *Catterthun*, as follows:—"Recovered £5,000 box; four others in chartroom ready to send up. May dive five times; Briggs four times. Took three dives to make plummet line fast to ring on tank door. Used electric light."

Mr. Dixon was seen at his residence, Coogee, by a "Daily Telegraph" representative last night, and, as might be expected, was quite jubilant at the success of the enterprise undertaken by the divers. He was well prepared, however, at the late hour and away from record, to enter into the details of the steps which led up to the expedition in search of the sunken ship and her gold.

"It is just twelve months ago," said Mr. Dixon, "since Captain Hall, our surveyor, found the ship, and too much credit cannot be given to the captain for the successful outcome of the search. Operations to recover the gold were commenced in June this year. It took fourteen days to find the gold tank; and then came the delays caused by the storm and currents, so that your readers have been kept informed by the telegraphic messages from time to time. This, I take it, is one of the greatest diving feats ever performed. When the underwriters first undertook the work, I found there were no diving dresses in the colony equal to the depths and difficulties that would have to be met, and I sent home for the modern Hetchek dresses. There has never been any doubt as to the success of the undertaking, and when I visited the scene a week ago, I felt certain as to the satisfactory result."

Asked as to the cost which has been incurred in reaching and recovering to gold, Mr. Dixon was not prepared to go into figures. The cost, he said, had not been calculated as yet, but would be as soon as possible made public. Mr. Dixon is loud in his praises of those who have been engaged in this most arduous and, in many respects, unprecedented undertaking. "The work," he said, "could not be commenced until the winter, owing to the currents, which, running at great speed, simply made it impossible for a diver to keep his feet, much less do any work. All difficulties are over, however, and the recovery of the remainder of the gold is only a question of a little time."

FOUR MORE BOXES RECOVERED.

SYDNEY, August 19th.

That marked success had attended the efforts of the divers engaged in the work of the recovery of the gold from the wreck of the *Catterthun* was evidenced by the information published in yesterday's "Daily Telegraph." A further amount of success followed salvage operations of yesterday, four additional boxes being brought to the surface.

All this, Mr. Dixon, the manager of the Alliance Marine and General Assurance Company, points out would have been impossible but for the use of the Hetchek diving dress. It was not a new dress, he hastened to explain, but it was absolutely perfect, and had been specially imported for these particular operations. The instructions to the divers were, he added, that they were to do all they could to recover the gold, but they were not to risk their lives.

This recovery of gold is practically a record, the depth from which it has been taken being 203 fathoms. The wreck lies in 30 fathoms of water, but the gold is in a tank, which brings it the distance mentioned from the surface.

The *Alphons XII*, from which treasure was recovered, only lay in 25-30 fathoms, and allowing for the spot in which the gold would be located, the distance would fall short of that from which the *Catterthun* gold had been brought up. It has been difficult and dangerous work, and the underwriters are naturally pleased that such marked success has been achieved.

"The electric light was used," said yesterday's telegram. "And it, too, was an important factor. Without it the interior of the tank would have been invisible, and much more time and money would have been expended in reaching the gold in such a way as to be able to bring it to the surface. Mr. O. Hase, M.I.E.E., the representative of the British Electrical Engineering Company, Limited, told a "Daily Telegraph" reporter that a dynamo and engine had been put on board the salvage steamer, and the steam engine which had been used in the *Catterthun* with the electric light was also on board."

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structed to go down below, and each fitting had attached to it a 25-candle power lamp. A very stout glass cover was necessary to resist the extreme pressure below, and all the joints had to be perfectly watertight. The insulated wire conveying the power to the lamps was of the usual character. The same company also constructed a special submarine lantern, containing 20 16-candle power lamps, but it had to be abandoned, as it proved to be too large to go inside the gold tank. Then the smaller lamps, which were in reality very substantial electric lanterns, were used with the success indicated. Viewed in the light of the many difficulties with which the enterprise was fraught, it is generally admitted that the result is satisfactory beyond all expectation.

CATTERTHUN RELICS.



## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:-

WATKINS &amp; CO., HONGKONG.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS  
**RAOUL PICTET**  
LIMITED. CAPITAL, £80,000.  
16, RUE DE GRAMMONT, PARIS.  
**INDUSTRIAL ENGINES**  
FOR THE PRODUCTION OF  
**COLD AND ICE**

Apply to MESSRS DODWELL, CARILL & Co.  
Agents for MESSRS P. OPPENHEIMER & Co., Paris.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in infancy or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 25th instant, both days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary.

Hongkong, 4th Sept. 1896. [1397]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 25th instant, both days inclusive.

By Order of the Board of Directors, DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 5th September, 1896. [1398]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in London recently an INTERIM DIVIDEND of 1 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, 1896, this being at the rate of 6 PER CENT. PER ANNUM.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

By Order of the Board, HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 11th September, 1896. [1427]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-third Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 4, The Praya, Hongkong, on Thursday, the 5th October, 1896, at Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1895, and for the half-year ending 30th June, 1896, and of Declaring Dividends.

The Transfer Books of the Society will be Closed from the 20th September to the 8th October, both days inclusive.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, 19th September, 1896. [1429]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1910 issued 29th May, 1895, for FOUR SHARES, Numbered 6661 to 6664, in the above Company, standing in the Name of Miss ELIA FULCHERIA PEREIRA MARQUES, of Macao, has been LOST, and a NEW SCRIP CERTIFICATE will be ISSUED to the said Miss ELIA FULCHERIA PEREIRA MARQUES, and NO TRANSFER taking place under the said Scrip Certificate No. 1910 will be recognised by the Company.

JARDINE, MATHESON &amp; Co., General Managers.

HONGKONG FIRE INSURANCE CO., LTD.

Hongkong, 15th September, 1896. [1446]

## Shipping.

## STEAMERS.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 21st September, 1896. [1445]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above TO-MORROW, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 17th September, 1896. [1443]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"OOPAC,"

Captain H. Sommer, will be despatched as above on or about the 22nd instant.

The Co's S.S. "PINGSUEY,"

Captain D. Davies, will follow the Oopac on or about the 6th October.

The Co's S.S. "NINGCHOW,"

Captain E. Warrall, will follow the Pingsuey promptly.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 17th September, 1896. [1445]

## NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1896. [1443]

## "SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE AND NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARILL &amp; Co., Agents.

Hongkong, 14th September, 1896. [1453]

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain A. Harrassowitz, will leave for the above Ports on about WEDNESDAY, the 23rd inst.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 18th September, 1896. [1447]

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"

Captain Coppers, due here with the outward German Mail about the 22nd instant, will leave for the above place about THURSDAY, the 24th instant.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 18th September, 1896. [1447]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE.

Hongkong, 18th September, 1896. [1449]

## SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. L. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG &amp; Co., Agents.

Hongkong, 5th August, 1896. [1454]

## FOR NEW YORK.

THE 3/4 A. L. I. American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 28th August, 1896. [1457]

## FOR SAN FRANCISCO.

THE A. L. I. British Bark

"CASABLANCA,"

Cantley, Master, will load here for the above Port, and will have quick despatch.

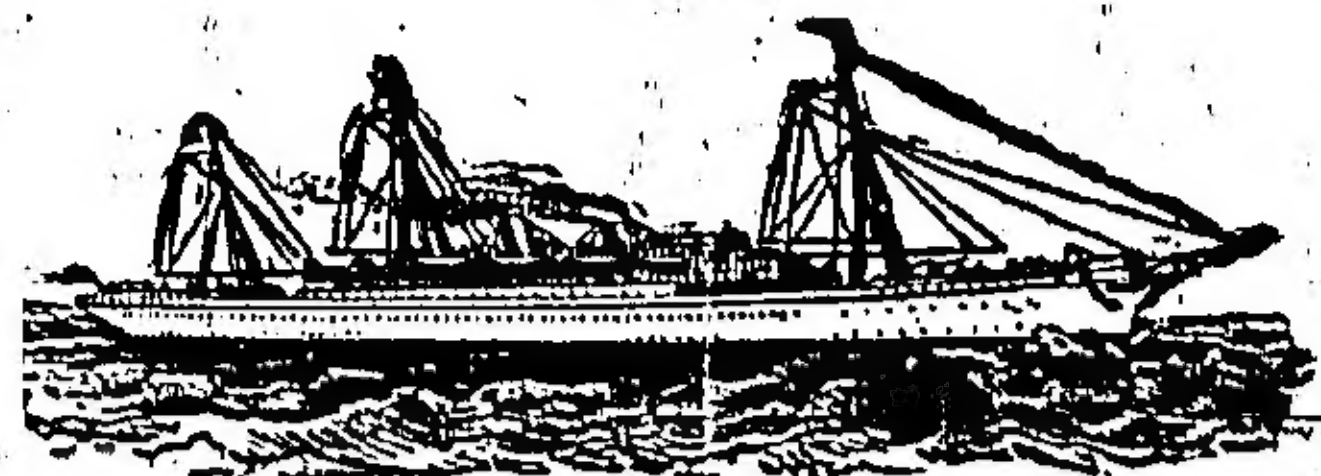
For Freight, &amp;c., apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 4th September, 1896. [1459]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pictet's Street.

Hongkong, 7th September, 1896. [13]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Wednesday, 30th Sept., at Noon.

Gauche (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 17th Oct., at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Wednesday, 4th Nov., at Noon.

THE Company's Steamship

## "COPTIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1896. [14]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA-CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S BARTHELEMY'S GENUINE COMPOSITION RED HAND BRAND.

HARTMAN'S GREY EASY DAMPERS PATENT MOTOR LAUNCHES &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"KAISAR-I-HIND." Captain C. L. Dudgeon, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carthage, leaving that Port on the 17th October for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1896. [431]

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... 3.167 | Thursday ... Oct. 1.

Olympia ..... 3.608 | Friday ..... Oct. 9.

Columbia ..... 3.605 | Tuesday ... Oct. 27.

Tacoma ..... 3.540 | Tuesday ... Nov. 17.

Victoria ..... 3.167 | Tuesday ... Dec. 8.

Olympia ..... 3.608 | Tuesday ... Dec. 29.

## THE Steamship

## "VICTORIA."

Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 14th September, 1896. [4]

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 13th Oct.

Prinzess ... Tuesday ... 10th Nov.

Sachsen ... Tuesday ... 8th Dec.

Bayern ... Tuesday ... 5th Jan.

Prinz Heinrich ... Tuesday ... 12nd Feb.

Prinzess ... Tuesday ... 2nd March.

ON TUESDAY, the 13th day of October, 1896, at 4 A.M., the Company's Steamship PRINZ HEINRICH, Captain Coppers, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Goods will be received on board until 5 P.M. on MONDAY, the 12th Oct., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Liqueur can be washed on board.

For further Particulars, apply to